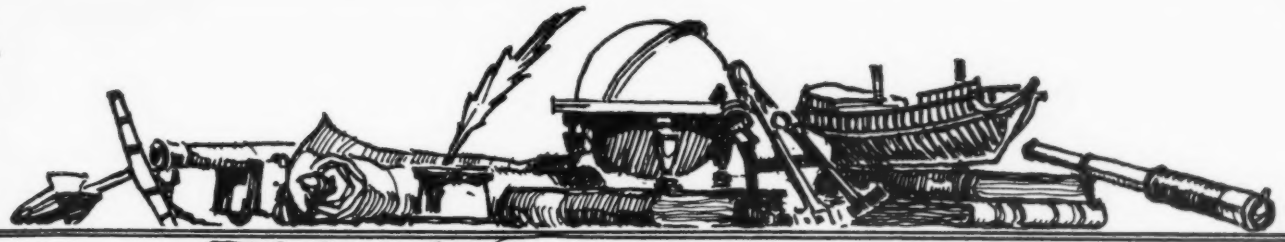


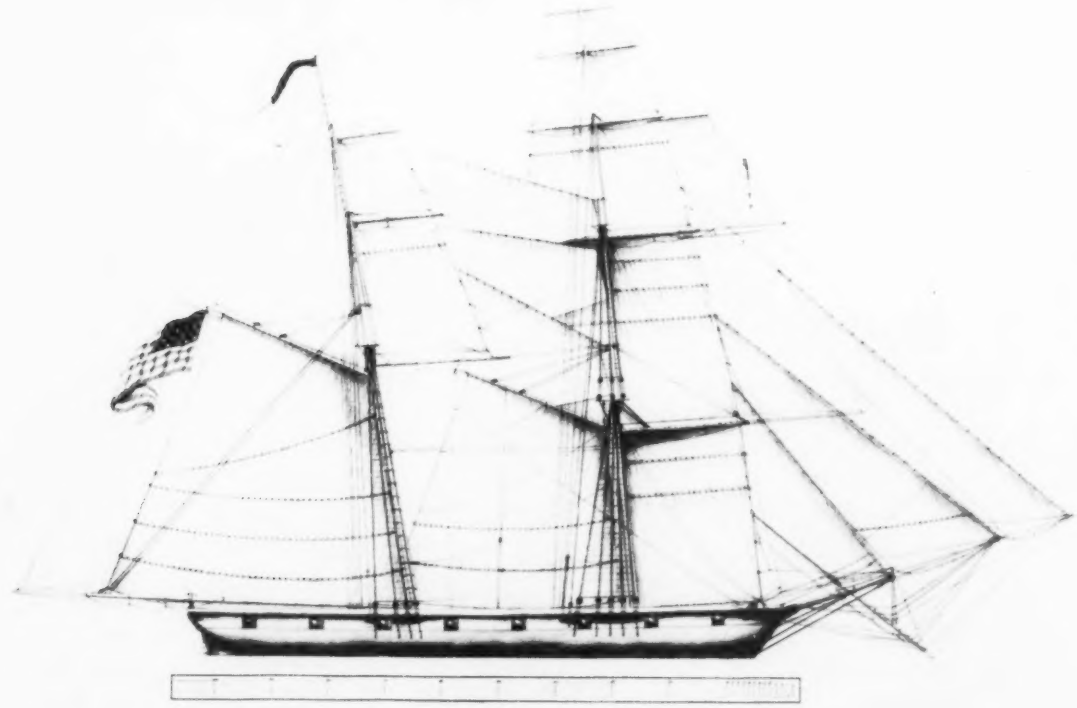
NAUTICAL RESEARCH JOURNAL

PUBLISHED BY THE NAUTICAL RESEARCH GUILD

SECRETARY - TREASURER
JAMES W. HARBIN, JR.
4110 Beall Street
Landover Hills, Maryland

VOLUME VI NOVEMBER - DECEMBER 1954 NUMBER 11 - 12

BEST WISHES FOR CHRISTMAS



H. S. Scott

Fair winds to speed you
Good Fortune to lead you
Safe through the year

Bruce Grant

Hazel B. Gerould

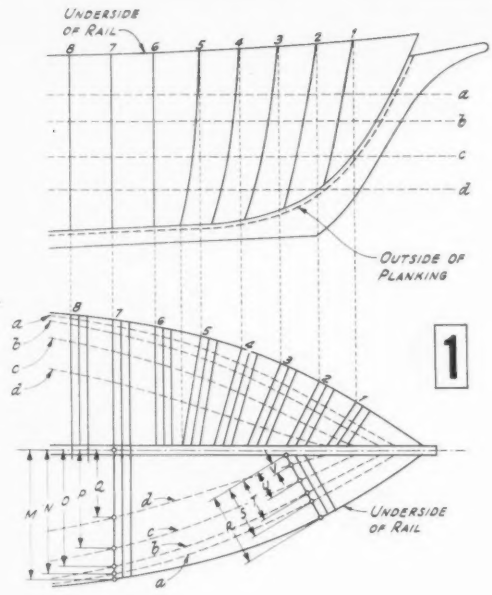
John J. Flynn

James W. Harbin, Jr.

THE PLANK AND FRAME SHIP MODEL

BY JOHN J. FLYNN

ILLUSTRATED BY ROY ROGERS



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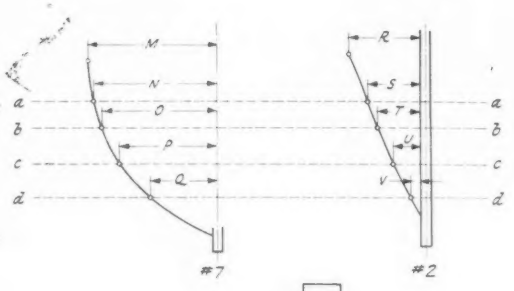

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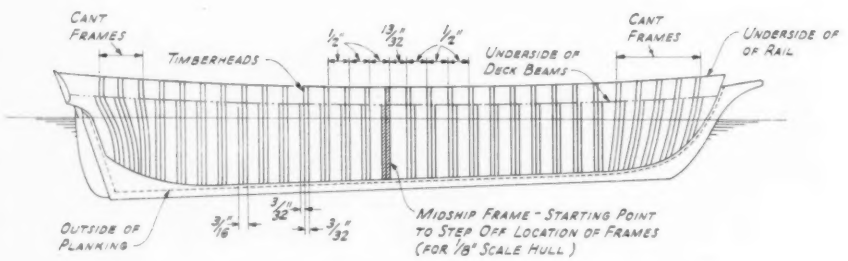
CANT FRAMES
TIMBERHEADS
UNDERSIDE OF DECK BEAMS
CANT FRAMES
UNDERSIDE OF OF RAIL
OUTSIDE OF PLANKING
MIDSHIP FRAME - STARTING POINT TO STEP OFF LOCATION OF FRAMES (FOR 1/8" SCALE HULL)

3

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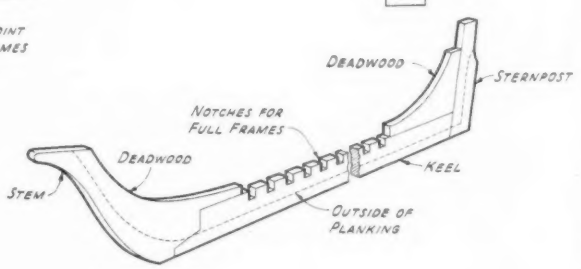

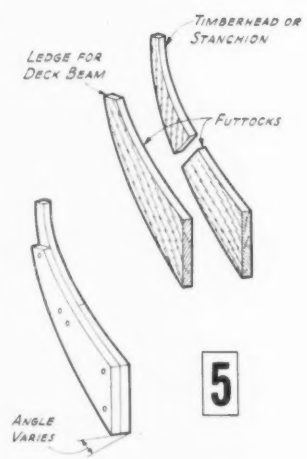

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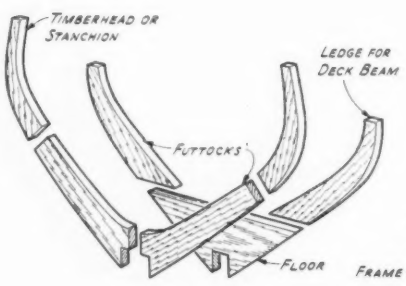

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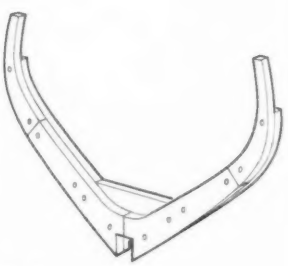

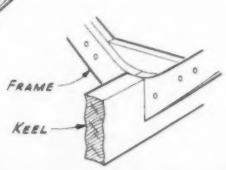

PLANK AND FRAME SHIP MODEL

By John J. Flynn
Illustrated by R. Rogers & H. S. Scott

INTRODUCTION This is not meant to be a treatise on wooden ship building but consider it a stepping stone into the art of that craft. No top and butt or anchor stock planking will be featured, but a brief and simplified method will be explained so the modeler can turn out a creditable looking ship. Some deviation will be noted from actual shipbuilding practices, but they will in no way detract from the strength or appearance of the ship.

THE LINES The lines of the ship to be reproduced in miniature are fastened to the drawing board. The first step will be to draw pencil lines through the sheer plan, perpendicular, through the half-breadth plan, starting with the station line that indicates the greatest beam (refer to sketch #1). If the plans do not indicate the lines are to the underside of the planking, allowance must be made for the thickness of the planking. On a hull of 1/8" scale these lines can be drawn 1/2" apart; they will be the lines the offsets will be measured from. This spacing does not observe the rule as to space and room but will be sufficient to build a sturdy hull with planking slightly over 1/16" thick. Proceeding forward, step off 1/2" centers and draw in these lines as far forward as full body frames can be used (refer to sketch #3). Continue these 1/2" center points around the curve of the bow on the half-breadth plan until you come as close to the stem as practical. These points will be the guide for the cant frames (refer to sketch #5). Normally these frames will be five or thereabouts in number. It is my understanding (until I am corrected) that the purpose of canting frames was to get these frames to lay as near to the outside planking at a right angle as possible.

With this idea in mind, draw a line from this point at what you consider a proper angle into the SIDE of the deadwood. The angle of these frames will vary from frame to frame and where these lines meet the SIDE of the deadwood, do not crowd them so they will be in the way of the adjoining frames. Now project the lines from the points you have made on the curve of the bow through the sheer plan. This is necessary to get the elevation of the cants at the top of rail. As the frames are to be built up with futtocks, the wood stock should not be under 3/32" thick.

These lines you have drawn for the forward frames will be the lines of the after side of all the forward frames, i.e., their greatest breadth. Go back to the center line of the plan and start stepping off the 1/2" points aft (ONLY WITH THIS DIFFERENCE) - the first point will be 13/32" aft of the center point, this will keep the top timbers or bulwark stanchions evenly spaced at this point. All of these points aft will be the forward side of these frames where their greatest breadth will be.

The after cant frames will not be as many in number as the bow cants, usually three are all that are required. Project the lines for these as you did for the bow cants. It is not necessary to try to saw the angles on the outer faces of the frames as is done in actual practice; this can be taken care of by laying a plank along the frames and dressing them down fair with a fairly coarse cut file. By laying a plank along the frames, one can see how much wood has to be removed. DO NOT try to fair all the frames up at once, i.e., from keel to rail, or you will get into trouble. Fair all frames up as you go along, just enough to take care of a few planks at a time.

TAKING OFF THE OFFSETS Draw the patterns for the frames on cardboard (refer to sketch #2). The center and water-lines are drawn in and the offsets will be measured to the center line of the keel for FULL FRAMES. When the points are all drawn in on the water lines, draw in the curve. It will help to draw full patterns for full frames; will be a check (refer to sketch #6).

On the frames, one of the futtocks will extend up and form the bulwarks, leave it a little long and later on all of these can be faired by laying a batten along them - conforming to the sheer. The main rail will rest on them. While laying out the patterns for the frames this can be done regarding the deck beams. From the sheer, get the height, deduct the depth of the deck beam and the thickness of the deck plank and cut the top of the futtock to meet this elevation. The deck beams will rest on top of this cut and be fastened to the frame before erection, will be a help to get the proper breadth, stiffen the frame and eliminate the use of shelves and clamps.

This is also a deviation from ship building practices. Mark the longitudinal center on the deck beams. It should be noted that there will be a notch cut in the frames where they rest on the keel and there will also be a notch cut into the keel for each FULL FRAME. DO NOT force the frames into these notches - just a nice fit- as too much force and too many forced frames will HOG the keel. When taking the offsets for the cant frames, these offsets are measured along the DIAGONALLY drawn line to the SIDE OF THE DEADWOOD, NOT TO THE CENTER LINE OF THE KEEL. The position of the cant frames and the full frames that narrow greatly at the keel will be your guide as to how much deadwood will be needed, e.g. how long and how high. It is the deadwood where a few treenails (trunnels) may be needed for fastenings, reinforced with glue.

KEEL, STEM, STERNPOST AND DEADWOOD Make the keel of sufficient depth to take care of the plank thickness and the frame and keel notches (refer to sketch #4). N.B. - Carefully consider the depth of the notches cut in the keel and frames and plank thickness. It must be right. Secure the stem and sternpost to the keel at their proper rake and fit in the deadwood fore and aft. Leave the sternpost long enough to come up above the deck level - as it can be cut off later.

The location of each frame MUST be securely marked as will be the elevations of the cants. Cutting the notches in the keel had better be done before assembling the adjoining members. Getting the bevels for the cants where they join the deadwood can be had from the plan, the diagonal lines you draw. The all-angle squares that are set with a locknut are oversized for this work and a small one can be made that will do the work or a drafting protractor employed. Start setting the aftermost cant frame first (refer to sketch #9). Toenail these frames and DO NOT put any metal fastenings through their faces.

These frames MUST be set in this order or the fastenings cannot be driven. Work forward to the forward cants (refer to sketch #10) and set the one nearest the stem first or you will not be able to put in the fastenings. The use of small brads, backed up with a good adhesive, is advised for all fastenings in the frame futtocks and fastening the frames to keel and deadwood.

On occasion one will be hit when driving future fastenings, but the total number of hits will be negligible. The making of sufficient trunnels for such a job is out of reason and it is believed that round toothpicks or applicator sticks slow the work as there is a wait for the glue to dry. This is not production work, but at the same time it is nice to see the hull taking shape and no delays for drying glue. The #25, 1/4" brad is ideal for use as fastener in this class of work - provided you can obtain them.

LINING UP THE FRAME The frames are all in place and the next step is to line them up. A batten, notched on each end, one half the thickness of the stem and stern post, is placed on the deck beams and the centers on the deck beams brought to line. The batten will be temporarily tacked to the stem and stern post. On both sides of this batten tack on two more battens, far enough out so they will hold the frames square and the proper distance apart at the sides. Battens tacked to the frames on each side will also help stiffen the frame until the planking goes on. These battens will be removed as the planking is laid.

THE PLANK AND FRAME SHIP MODEL

BY JOHN J. FLYNN

ILLUSTRATED BY ROY ROGERS

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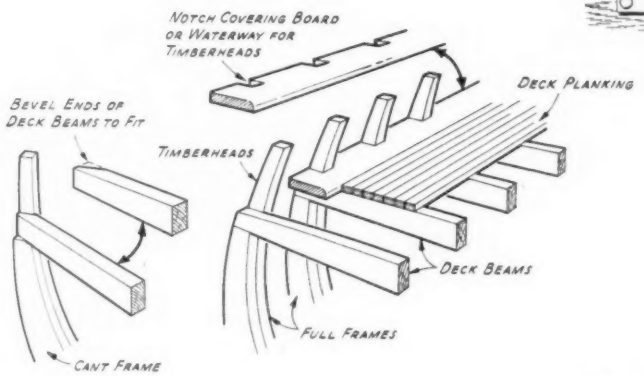
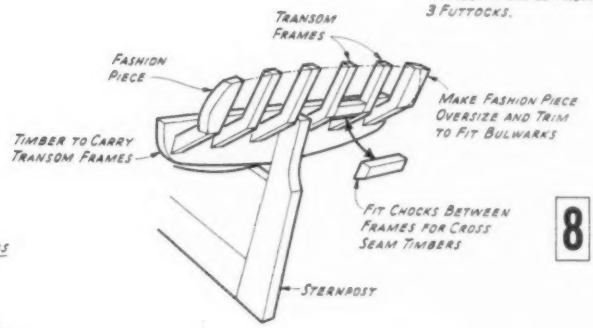


MAKE SHARP-ANGLED TRANSOM FRAMES FROM 3 FUTTOCKS.


TRANSOM FRAMES
FASHION PIECE
MAKE FASHION PIECE OVERSIZE AND TRIM TO FIT BULWARKS
TIMBER TO CARRY TRANSOM FRAMES
FIT CHOCKS BETWEEN FRAMES FOR CROSS SEAM TIMBERS
STERNPOST

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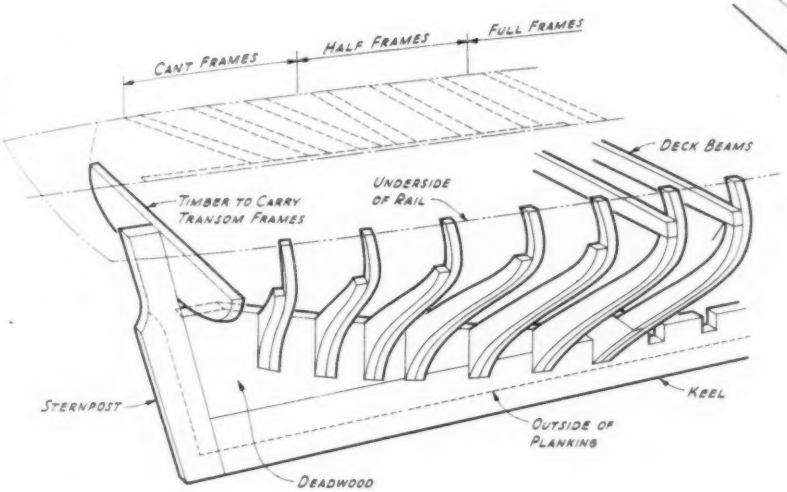

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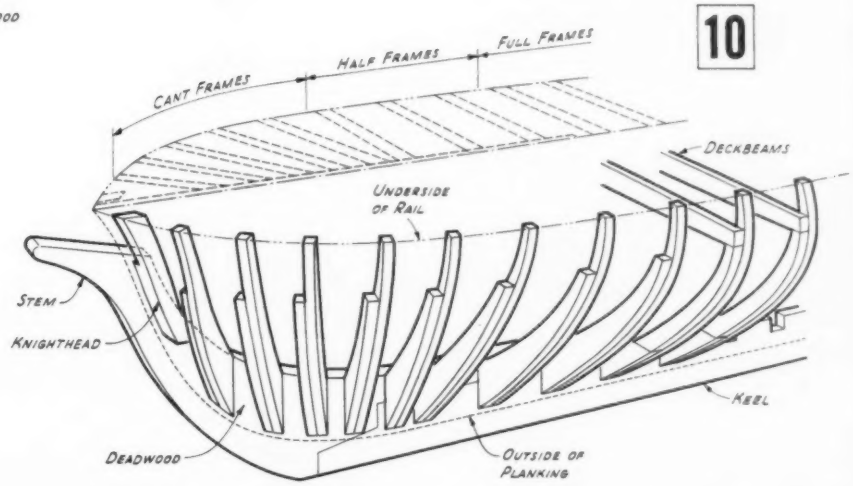

THE PLANK AND FRAME SHIP MODEL

By John J. Flynn
Illustrations by H. S. Scott

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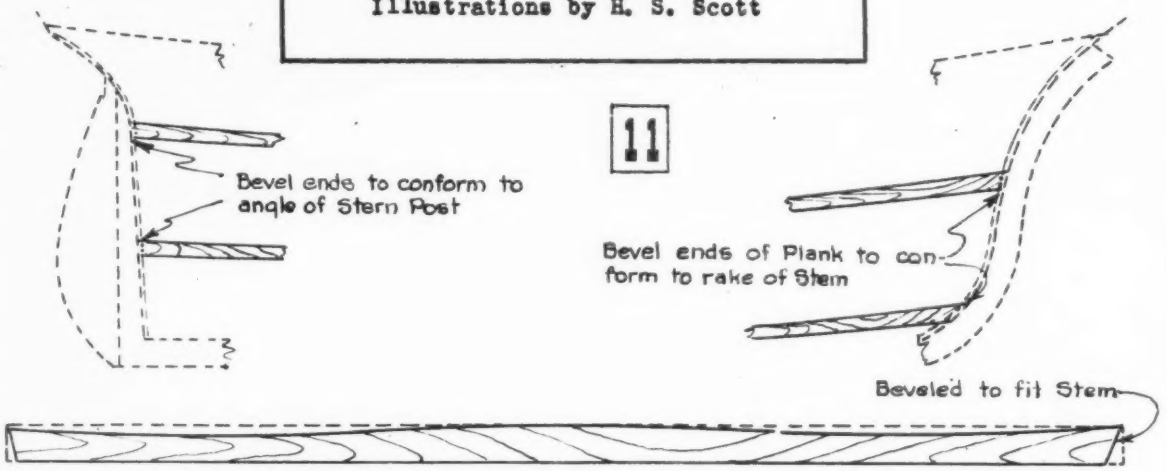
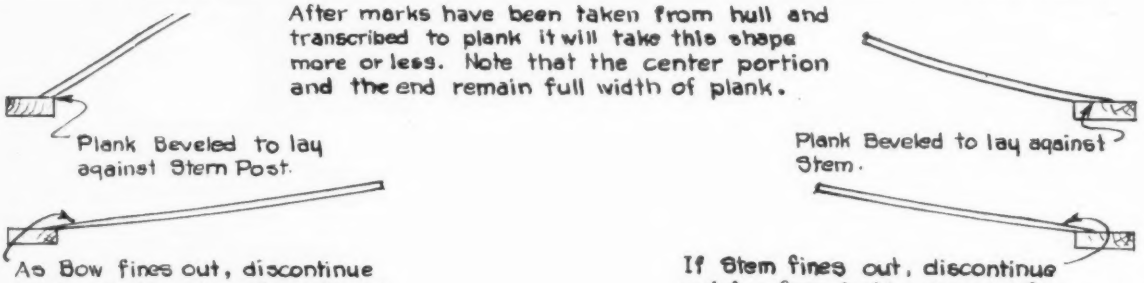
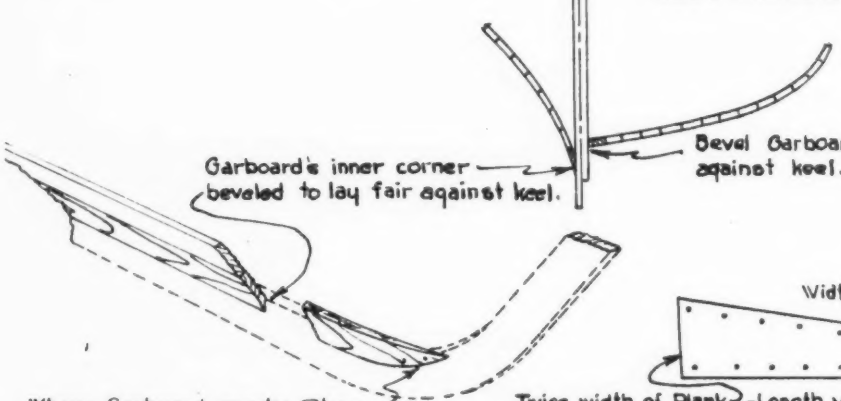
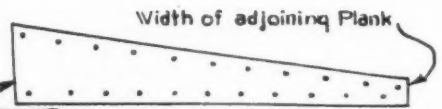


After marks have been taken from hull and transcribed to plank it will take this shape more or less. Note that the center portion and the end remain full width of plank.


Plank Beveled to lay against Stern Post.
Plank Beveled to lay against Stem.
As Bow fines out, discontinue sniping inside edge of Plank and fine it down from the outside.
If Stem fines out, discontinue sniping from inside edge and fine down from outside.

Round Stern - View of plank butts below knuckle and above Stern Post.


Garboard's inner corner beveled to lay fair against keel.
Bevel Garboard to fair against keel.
Where Garboard meets Stem, outside is fined as shown.



Twice width of Plank - Length varies to meet conditions. These pieces necessary to fill in Stern section.

Sketches by H.S.Scott

TIMBERING THE STERN The lower transoms can be omitted if you so choose to do so. A piece of wood at least 1/8" thick and 5/8" wide and long enough to go across the stern will be worked on (refer to drawing #8). This will be fastened to the forward side of the stern post at the correct height, its lower edge beveled to conform to the lay of the plank to be laid and the outer edges curved and beveled to to take the shape of the stern at that point. If there is to be a tiller below the deck, see that this timber does not extend upward so high as to interfere with it.

The shape of this timber will have to be worked out from the plan. After this timber is fastened in place, start the overhanging transom timbers. Their shapes and sizes will also come from the plan. Anticipate building six of these transom frames, the two inner ones will allow the rudder post to come up between them without having to cut anything away.

These frames will be built of futtocks and will toenail to the timber across the sternpost. Get the angles for the cuts of these frames and the amount they will cantilever out, then get the angle of the rail stanchion and fasten them together (see sketch #8). The two outside stern frames will need some extra wood left on their outside surfaces, they will eventually have a curved surface like the bulwarks aft. When these timbers are in place, small timbers or chocks should be fitted between the frames at the knuckle, taking the place of the cross seam timber. The after end of some of the planking will fasten to them. There will be some space between the last stern cant frame and these transom frames. After the planking has been put on the bulwarks, one or two dummy stanchions will be fitted in this gap to take up the space. The bulwark stanchions now put up an appearance of an old horses teeth and some protection should be provided so they won't be broken off. A batten fastened temporarily near their top will take care of them.

WATERWAYS Before any planking is done, it is advisable to lay the waterways. Cut the material half again as thick as you intend the deck plank and approximately 3/4" wide or wider where curved and 3/8" wide on the straight sections. Cut a curve on the outer edge so it will fit up against the inner side of the bulwark stanchions (see #7).

Start at the bow, the strip laying on the deck beams and against the stanchions, mark the edges of the stanchions on the waterway and cut these notches out, in depth - the thickness of the stanchions. Go slowly and take alittle out at a time so the finished work will fit well. When the curved section is finished, proceed with the next section. Joining the ends will depend on whether you favor a butt joint or a scarf. Flush them off on the outside so the planking will lay fair on them and reduce them to uniform width. Brad them in place and then prepare to start on the outside planking.

KNIGHTHEADS A knighthead will be necessary on each side of the upper part of the stem. They will continue up to the lower side of the forecastle deck, or if your plans show them above the deck, allow them to come up and they can be used for an object on which to fasten the forestay, provided the ship is so rigged. Just above the stem, they will have to be shaped (cut into) to let the bowsprit be bedded. One face will have to be beveled so the planking will lay on them fair - so let them run down the stem as far as practicable. They will also serve as a timber to fasten the upper planking to. If desirable, insert filling timbers between the knightheads and the first cant frames. These latter timbers are known as hawse pieces and the hawse pipes are cut through them.

PLANKING For 1/8" scale, saw the plank 1/8" wide and 5/64" thick. Start with the deck level and have the plank long enough so it will run full length. Begin at the knighthead and shape the end of the plank to fit, then slowly and carefully fasten the plank so there will be a fair curve to conform to the sheer.

Get this curve in fair as it will govern all the sheer in the subsequent plank. Three or four plank is about all the full length plank that can be laid to any advantage - and that on a square stern ship. I do not favor laying many long planks on a ship's side as I have an idea it could cause hogging from the spring put in the plank for the sheer. No mention has been made concerning a bearding line or a rabbet. The scale of 1/8" is rather small for that so note treatment of plank as shown in sketch #11.

Next, lay the garboards, or the bottom plank, along the keel. The three garboards that go on each side of the keel, will have to be fined down pretty thin where they join the stem and sternpost - so it will not hurt anything if plastic wood is packed in between the plank and deadwood for reinforcing.

Now, take measurements every three or four frames from the bottom edge of the top plank and the top edge of the third garboard. This measurement at the center frame will let you know the number of plank needed and will give an idea of the width at those points - so shape them accordingly. As you lay the plank, you can observe whether or not too much or too little wood is being removed from the edges and govern yourself accordingly.

A ship with a stem that is more perpendicular - the plank will narrow on the forward end and should the stem be raking, the plank will be close to full width. The narrowest spot for the planking will occur aft in the vicinity of where the run starts. The greatest area to cover will be from the foot of the sternpost up to the transom. There are also odd shaped planks shown as stealers shown in sketch #11. Most of the planking can be done from the top down toward the keel so if there should happen to be instances of rough fitting - it will probably be below the turn of the bilge and not noticeable, but don't let this be an excuse for careless work.

I used an adhesive made from celluloid scrap obtained from a manufacturer of drafting instruments. The celluloid was dissolved (cut) with Butyl Acetate. While this is not as strong as some glues, it serves the purpose when supplemented with brads and is waterproof. The inner side of the plank as well as the edge was given a coat of this adhesive and after being bradded in place - a file was run lightly over the plank and the wood cuttings combined with the still wet adhesive served as a filler in the seam.

Use a FILE to smooth off the high spots and NOT SANDPAPER. Sandpaper will not cut the brad heads and they will stand out. Use three of four planks to a strake and fit the bow and stern planks first because it is easier to fit in between. When it is difficult to get a good fit - try to fit a full length plank to both stem and sternpost. Drill holes for the brads and push them into the holes rather than driving them. When setting the brads, keep them in a pattern, i.e., in one plank, set the brad so it will come into the after frame futtock and on the plank below, set the brad into the forward futtock. This will give a staggered appearance. The work is too small to use the double or double and single system of fastenings. As before stated, fair the frames for the plank as needed and should a frame be slightly low, it can be shimmed with a piece of thin wood.

THE DECK Prepare the nibbing strake the same thickness as the deck plank and half as wide again. This will lay up to the waterway and the ends of the plank will be nibbed into it. If the curve around the bow is too great to spring this member, cut it to shape.

A keelson will be needed to step the masts. Bore holes for the heels of the masts PART WAY through and be sure they are in line and correctly spaced. Fasten the keelson in place and hold with thin screws into the keel. If you wish to float the model, apply several coats of shellac to the interior of the hold to make it water tights and ceil the hold with a pliable wood-such as bass wood-to hold the ballast. Bass wood, white spruce, box wood, holly or ginko make good deck planks. The hardwood takes the nibbing better.

The deck planks should not be over 1/8" wide (the narrower widths look better) and 1/16" thick. Frame the deck openings. Locate the hatches and mast openings. A thin jig saw blade 1/8" wide and 40 teeth to the inch can be used to cut the deck beams in the way. The saw blade is stiff enough so it can be used without a frame.

Build up the hatch coamings. Should a mast happen to be between two beams, fit a piece wide enough to go between the beams and SAW a hole for the mast. Boring thin wood splits it. Do not forget to put stanchions under the beams that carry the hatches. Start the planking from the center line and fit around the openings. When white deck planking is used, I do NOT believe anything is necessary to show up the seams, such as lampblack or other blackening substances as they tend to make an outstanding feature of the seams. The glue that is applied to the underside of the plank and on the edge (full length) will press up enough to show the seams.

Some brads will be necessary to hold the spring out of the plank until the glue dries, but DO NOT set the brads. Let the heads of the brads porject so they can be drawn out after the glue dries. The reason for the latter instruction is due to the necessity of sanding the deck later and the brads just don't sand well, besides -- cuttings from the brads are apt to be sanded into the sood and discolor it. Wood sandings will fill up the brad holes and give a suggestion of deck plugs that cover the deck spikes.

PLANKING THE BULWARKS Fair off the top ends of the bulwark stanchions and plank the bulwarks. Cut the brads short so they won't come through. Narrow plank will look better here. Fit and fasten a narrow plank to the INSIDE of the bulwark stanchions, flush with their tops and put on the main rail. The topgallant rail can be edge nailed to the main rail and the cap rail fastened to it.

Ship the windlass and plank the forecastle and quarter decks using narrow planks there as well. Mount the catheads and the rails around these decks and the ship's about ready for launching.

WOOD USED AND TREATMENT Mahogany is well suited for model work and is about the same in price as first grade pine. Planking can be bent by soaking the wood well in water, then lay on a hard flat surface and roll a round metal tool over it heavily-rolling pin fashion. This treatment loosens the fibers and the wood will bend without too much trouble.

FINISH This is always a matter of choice and preference. Paint is more true to the original ship but a varnish finish allows the joinery to show up to better advantage. Make the bowsprit and lower masts of mahogany; the jibboom, upper masts, yards, gaff and boom of hickory. Hickory will stand many hard bumps when the model is carried around to various exhibitions. This wood can be obtained from sledge hammer handles. If a varnish finish is chosen, leave the iron work made of brass in the natural color, but if the model is painted -oxidize the brass.

-o- -o- -o-

PHARAOH'S DREAM SHIP

According to a recent newspaper dispatch under a December date line, the recently discovered Egyptian "Solar Boat" of Cheops is not a boat at all but a pile of dissembled parts thereof. American archaeologists claim there is no visible hull present in the chamber and hardly one piece of wood fastened to another. It is believed that the present disorder is due to carelessness of ancient priests who often dumped treasures into tombs at the last moment under the assumption that no one would ever dare to check up on their work. The present problem consists of photographing, examining each relic carefully and trying to reconstruct the original craft. The dispatch indicated there was (or might be) a companion vessel in an adjacent tomb-yet to be opened-that might be in better repair,thus furnishing data pertinent to reconstruction. We were aware that the ancient Egyptians were among the earliest recorded ship model builders,but this is the first reference found as to prefabricated kits.

PROFESSIONAL NOTES ON CONTEMPORARY SHIP COLORS
By Howard I. Chapelle

In the following items, "haunts" or Haunce they speak of is actually the raised deck rail and the "drifts" is usually the break in the rail, but might be used to mean the whole raised portion of the rail. Some misprints occur - "new square-sail tuck" is meaningless and I assume the wrecked sloop had a new "square tuck" stern. Old sloops had a raised rail forward sometimes - and a raised deck as well in some cases (see Chapman's book). A rise upon her waist forward means a rise in her bulwarks, indicating a break in the sheer forward as well as aft and a "low waist" amidships. The old picture of a sloop off Boston Light is a pretty good example of some described in these newspaper notices.

1746 - April 21 THE BOSTON EVENING POST

We hear that a Privateer Sloop has lately been seen by several vessels between the Capes of Virginia and Block Island. She sometimes rigged with a long Bolt sprit and puts out a signal of distress to decoy vessels to her.

1763 - January 31 THE BOSTON EVENING POST

Captain Wells described the privateer thus: "She is a new sloop, New England built, burthen about 65 tons, with a quarterdeck, crane irons along it six feet long, and a white bottom - much weather beaten, belongs to St. Augustine and is commanded by Don Maria del Menza. Her sides have been sawed for ten ports, which are arched over with iron, but had only eight carriage guns mounted. Her mast is very taunt, stands well, has a square sail yard and a boom across. She has a gaff top sail to her topmast, but occasionally carries a square top sail. Her sails are old and much weatherbeaten and her mainsail had three remarkable large patches of new cloth in it, each about twelve or thirteen yards.

1763 - October 24 THE BOSTON EVENING POST

The 31st day of August in Lat 25, Long 59, Captain Seymour fell in with a double decked oak built bug (brig) over set. She had a horse head painted white, both masts and bowsprit gone, a red bottom and seemed new.

1766 - September 22 THE BOSTON EVENING POST

Court of Vice Admiralty (for all America), Halifax, Nova Scotia - September 9th, 1766 -- Whereas a certain sloop, name unknown, burthen about 105 tons, painted green and yellow upon her quarters, with a short quarter deck, flush - fore and aft from the quarter deck and laden with lumber, was found adrift at sea on Saturday the 30th of August last, about three leagues from Jedore Head in the Bay of Chebucto, having no person on board her and entirely dismantled of her sails and riggin and is now prosecuted in said Court of Salvage. Public Notice is therefore hereby given to all persons claiming right, title or interest in the said sloop and cargo, to appear and assert their claims within the time prescribed by law or said sloop and cargo after payment of salvage and expenses.

1767 - November 2 THE BOSTON EVENING POST

Captain Smith from Liverpool, on the 7th of September in Lat 29, Long 45 passed a Brig with a white horse head and a square stern, painted red and yellow. She was deserted and full of water. Masts were cut away but her bow sprit was standing though all blocks were cut away from it, by which it is thought she might have been boarded before.

1768 - November 21 BOSTON GAZETTE

Captain Bartlet, who arrived here last Thursday from Briston, on the 3rd instant in Lat 38:2 N. and Ong 57:00 W came by the hull of a sloop full of water; her mast, bowsprit and boom all gone with all her sails and rigging, her upper works with her Quarter Deck and Companion all sound. Only her Larboard Quarter Deck Rail was gone and her larboard crutch started off its place. They could plainly see through her cabin windows, but could not be certain whether her Main Deck was blown up as the water covered it as she lay upright and her gunnel above water. She was supposed to be about 75 tons, her Streak painted yellow, her Crutches red and her Horse Piece black.

1758 - December 5 THE BOSTON EVENING POST

Captain John Brown, who arrived at Piscataqua in twenty-one days from St.Croix, informs that on the 12th ult. in Lat 37, Long 68 he run close along side a schooner which had floundered. Her two masts and bowsprit were gone, her mainsail hanging on the quarterdeck and hatches gone. She looked as if she had been loaded with white oak staves, was full built with a black bottom and had thimbles instead of dead eyes. The inside was painted red.

1771 - January 14 BOSTON GAZETTE

Newport, January 7, 1771 - Last Saturday arrived here Captain Isaac Jones in the schooner POLLY, after a passage of 43 days from Montego Bay, in the Island of Jamaica, by whom we are informed that one Yarth, in a large white bottomed Bermudas built sloop, had turned pirate - - - - -

1783 - August 29 RUSSEL AND CLAP, AUCTIONEERS

The Continental Frigate HAGUE was built in the year 1777 in France. Dimensions as follows: Keel - 96 feet in length, Beam - 32 feet in breadth, Hold - 11 feet 6 inches, Between Decks - 5 feet 1 inch, From Gun Deck to Spar Deck - 5 feet 6 inches and measuring 517 tons. Masts, spars and bowsprit are new, standing and running rigging complete. Two spare top masts, 4 cables, 3 anchors and 2 complete suits of sails. Newly sheathed and a new spar deck with iron and shingle ballast on board. Is completely rigged and ready for sea, with all her stores in every department as by inventory to be seen at any time before the sale on board said Frigate, now laying at the Governor's wharf where she is to be sold on Thursday the second day of October next at eleven o'clock A.M.

1786 - March 27 THE BOSTON GAZETTE AND THE COUNTRY JOURNAL

Captain Freeman, who arrived here on Monday last, from Shellburne, informs that on the 9th inst. being about twenty leagues distance from Cape Cod, bearing East by North, he met with a wreck slope, between 80 and 90 tons burthen, a high and short quarter deck, plank sheer'd round, green stern and quarter, a new square-sail tuck, mast and spars gone, two ports on either side, loaded with lumber and supposed to be bound to the West Indies. Captain Freeman went on board with his boat, took from her a remarkable pair of tongs marked B.C., a tiller made of rock maple, painted red and black, discovered no person dead or alive, and it being very rugged, he was obliged to leave her.

1786 - April 24 THE BOSTON GAZETTE AND THE COUNTRY JOURNAL

Captain John Wetmor's Schooner SUSANNAH, from St. Crois, informs that on t' 27th of March in Lat 40 20 he saw a wreck of a sloop of about 90 tons, square stern of ale ad colour and the haunches of the same colour, bright yellow moulding, waist of a tar colour. The mast was gone about four feet above deck, quarters crotches matted, windlass newly whel'p had a rise upon her waist forward.

1786 - May 15 THE BOSTON GAZETTE AND THE COUNTRY JOURNAL

April 27th, in Lat 38, 30 N. Long 71, 8 W., Captain Lord from Surrinam, saw the hull of a wreck of a sloop, full of water, her mast, boom and everything except her bowsprit gone and nobody on board. Her stern and drift, or upper haunt was painted blue, her haunt red and she had a drift of rise around her bows which was also red. The tops of her pumps and crotches were vermillion and she appeared to have been quitted by her crew and stript, as there were no spears or breaks in her pumps and no straps or blocks belonging to her.

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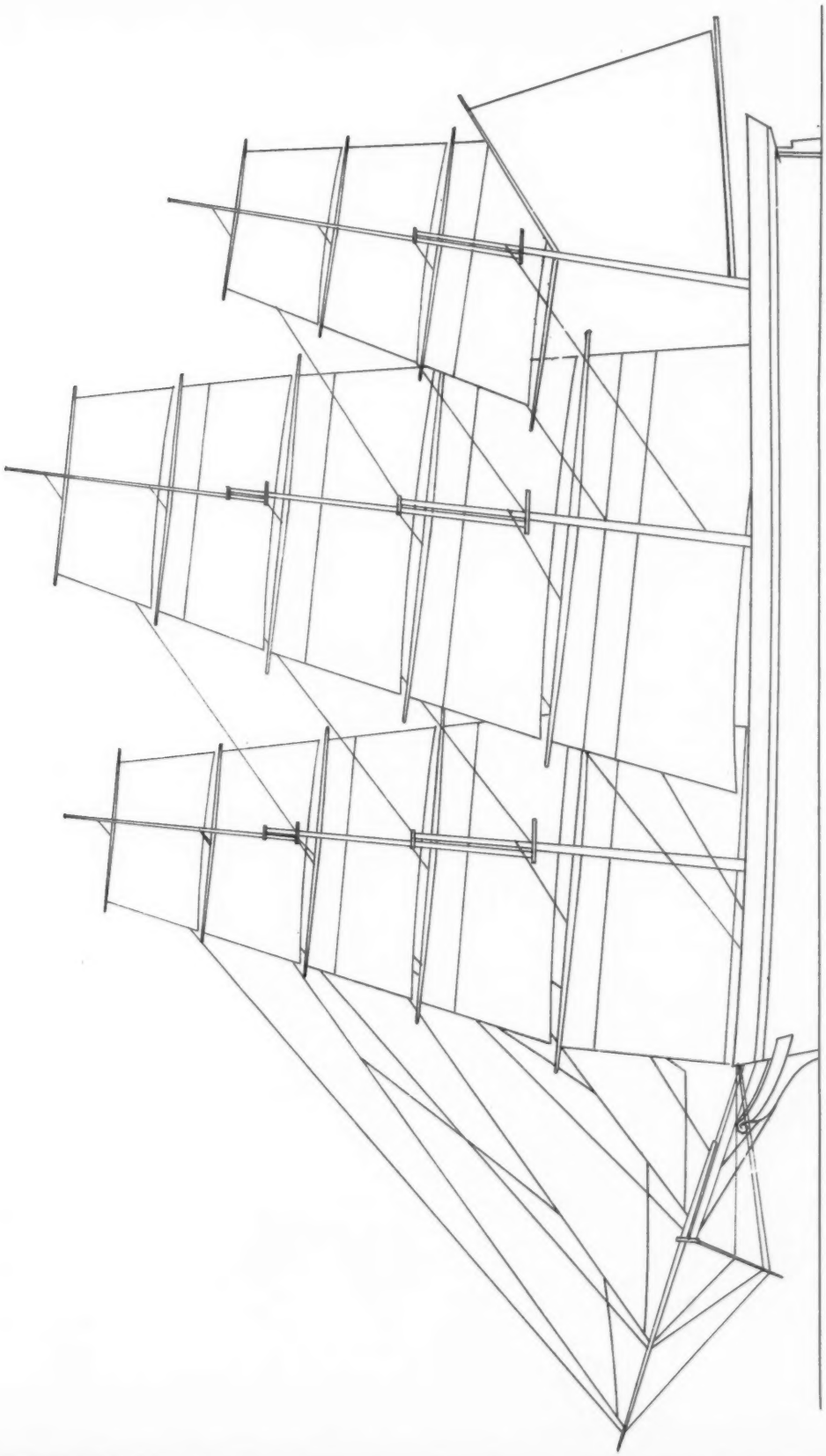
THE FORBES RIG
By Captain Forbes

Editor's note: The following material was prepared from the original article on the subject by Bill Thober who writes "give the credit to Captin Forbes, as most of it (the following article) is direct quotation from what he wrote about his rig. "It has not been the past policy of the JOURNAL'S Editos to include reprints, but this material should be of great interest to our members.

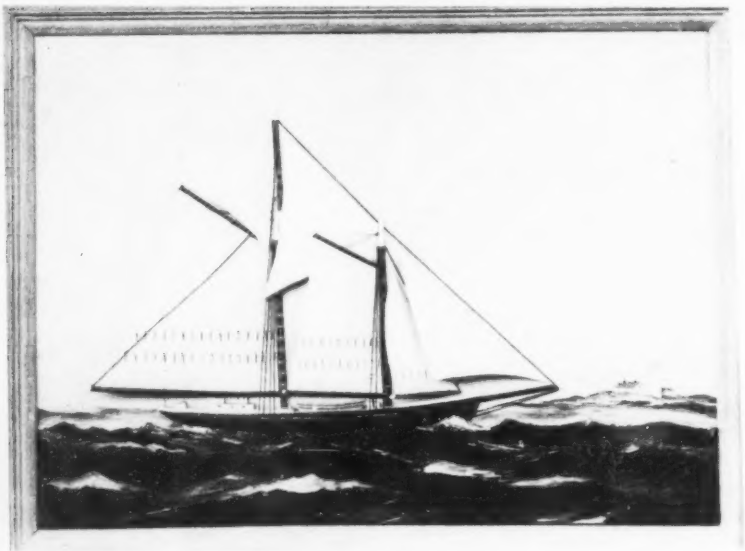
In the early years of the 19th century the average size of seagoing merchant vessels was around 400 tons, and few exceeded 500 tons. But during the 1830's and 1840's there was a rapid increase in the size of ships and their sails. By 1850 ships of 1000 tons and over were not uncommon, and the size of vessels continued to increase until one of 1000 tons was considered small. Until the 1850's there was little change in the proportions of the sail plans with the result that the individual sails became extremely large. The single main topsail of a 1000 ton ship would often exceed 2000 square feet in area, while the CHALLENGE, probably the most heavily rigged vessel of her size ever built, had a main topsail of about 3500 square feet. During this same period, economic pressure was forcing ships to operate with smaller crews in proportion to their size. For example, in 1822 the packet ROBERT FULTON, 340 tons, had a crew of 18 men, while in 1845 the packet HOTTINGEUR, of almost three times the tonnage, had only 28. This combination of circumstances created a problem in handling ships, which was solved to some extent in later years by such means as smaller sail areas, subdivision of the sail plan into smaller units by increasing the number of masts and using double topsails and topgallantsails, use of more fore and aft sails, and labor saving devices such as brace and halliard winches. As a result, by 1900 ships were going to sea with crews 50% to 75% smaller than those carried by vessels of the same tonnage in 1850.

One of the earliest successful means of meeting the problem of increasing size of sails was that proposed by Capt. R. B. Forbes about 1840 and used on a number of vessels built during the 1840's and 1850's. This rig is generally called a double topsail rig (although Capt. Forbes did not describe it as such), and is considered to have been a forerunner of the rig invented by Capt. Howes, which is the conventional double topsail rig of the last hundred years. There were, however, important differences between the two rigs that do not seem to be generally known. As there seems to have been no adquate description of Forbe's rig published in recent years, the following may be of interest. This quotation is from a pamphlet published by Capt. Forbes in 1849 entitled "A New Rig for Ships and Other Vessels Combining Economy, Safety and Convenience."



Sail plan of vessel with Forbes's rig Scale: 1 inch = 24'

SCENIC MODEL KITS FOR FRAMING OR SHADOW BOX



Famous Racing Fisherman
"ELSIE"

First Cupdefender Yacht
"AMERICA"

The Newburyport Pinky
"PALM"

The Marblehead Heeltapper
"HANNAH"

SHIP STUDIO

62 Washington Street
North Easton, Massachusetts

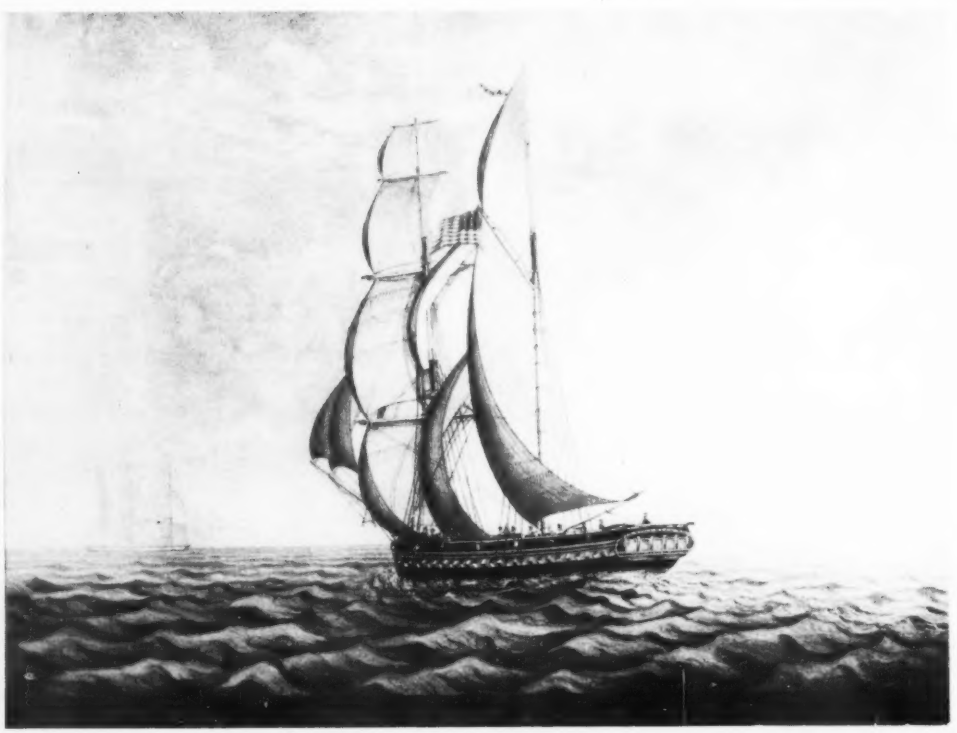
These kits give you the attractive combination of model under sail plus a marine painting. This three dimensional combination is suitable for framing or will make a handsome shadow box. The kit consists of the following:

12" x 16" artist's canvas back board wood sails and hull (band sawed and beveled to shape).
Material for water, spars, deck fittings and rigging.
Full size plan for instruction and layout.
Directions for carving, painting and assembly.

All you need is a knife. Everything is so clearly explained even a beginner can build these kits.

Price - - each $3.98 less paint
Postage 25 cents extra or
40 cents west of the
Mississippi

Shadow boxes, mitered, rabbeted and cut to size - available for $1.25



"In 1844 I rigged the bark EDITH and in 1845 the ship MASSACHUSETTS after the plan as exhibited. . . (See sail plan). . . excepting that, in those vessels the masts were fidded abaft, for the convenience of housing, which, as steamships, they might now and then be obliged to do. Whether steamships or not, I consider the fidding abaft as an advantage; but, to please the eye, I rigged the SAMOSET, in 1847, with her masts as in the sketch, though not exactly of the same dimensions. She was rigged for the Atlantic. The present sketch exhibits a ship of the same dimensions as the SAMOSET, rigged for the East Indian or Pacific trade.

"The dimensions of the ship are as follows: - Length on deck, 150 feet; extreme beam, 33 feet; depth, 21 feet; tonnage, about 746. . . .

"The dimensions of the spars are as follows:

Masts	Feet	Head feet	Diam. inches	Rake per foot
Main mast, above rail	58	21	27	1 1/4
Main topmast,or topgallant of this rig	49	6	14	
Main topgallant, or royal	19		8 1/2	
Main royal, or skysail, and pole	23 1/2			
Fore mast, above rail	54 1/2	20	25	1
Fore topmast, or topgallant	44	5 1/2	14	
Fore topgallant, or royal	17		8	
Fore royal, or skysail, and pole	21			
Mizzen mast, above rail	55 1/2	17 1/2	19	1 3/4
Mizzen topmast, topgallant, etc. in one	58		10	

Spanker boom, 42, end, 2; gaff, 29 1/2, end 3
Bowsprit, outboard, 30; diameter, 28, at knighthead
Jibboom, inside cap, 16 1/2; outside, 21; flying, 12; end, 3 1/2 - 53; diameter same as topmasts

Yards	Feet	End feet	Diam. inches
Main	71	4	17
Main topsail and fore	62 1/2	4	16 & 15
Main topgallant, fore topsail & crossjack	52	3 1/2	12,11,10
Main royal, fore topgallant & mizzen topsail	41	2 1/4	10, 9, 8
Main skysail, fore royal & mizzen topgallant	32 1/2	2	8, 7, 7
Fore skysail & mizzen royal	26 1/2	1 1/2	6

"It will be perceived by these dimensions, that the sails on the fore mast, excepting the fore sail, all fit on the main, one stage higher up; that is to say, the fore yard is the same, excepting a difference in diameter, as the main topsail yard; the fore topsail yard is the same as the main topgallant yard, excepting in diameter, and the same as the crossjack yard, and so on, so that all the sails and yards are available in several places, excepting the main yard, the fore skysail, and the mizzen royal yards - the last two not fitting on the main unless a main moonsail, or skysail, of the old rig be wanted. The foresail and mainsail are only available where they go in all vessels. The main topsail, although not exactly a fit for the foresail, not having enough drop and being without gores, will answer very well for a foresail on a pinch, being the same on the head as that sail. The spanker is fitted as usual - either with standing gaff to brail in, or to hoist and lower, or both. The bowsprit is longer than usual; but the lower fore stay enters the leader, or B's, in about the same place as in the usual rig, the upper or

"cap stay" enters the leader near the cap, and on the latter, a heavy canvas "inner jib" is set, and it is a very useful sail. The jib and flying jib require no particular explanation, except to note the fact that, when carrying sail equal to courses, double reefed topsails, jib and spanker, the fore topgallantsail being furled, the spar which I call the topgallantmast, or the fore topmast of the old rig, has little to support except the jib, and is not likely to be crippled by the strain of the double reefed topsail as well as the jib, as in the old rig. For similar reasons the flying jib can be carried longer than usual without crippling the fore royal mast, or topgallant mast of the old rig; the hoist being less, and the doubling more, in proportion than those of the old rig.

"Each topsail, topgallantsail, and the main royal and foresail have one reef; the mainsail only has two reefs."

Capt. Forbes then points out at some length the advantages of his rig. These may be briefly summarized as follows:

Clewing up the topgallantsails is equivalent to double reefing the topsails.
Sails can be carried longer and reduced quicker.
Masts stand better and are less liable to be carried away because the strain is more divided.
Sails wear longer, being in smaller sheets.
Sails do not slat as much in calm weather as larger sails.
Sails are snugger when clued up and easier to furl.
Topmasts and other upper spars are lighter.

He advocates the use of his rig for all types of vessels and gives proposed sail plans for a small topsail schooner and for a ship of the line.

The number of vessels that carried this rig was not large, and its use was discontinued about the time Howe's double topsail rig, with its simplier gear, was introduced. Forbe's rig is important because it was an early and successful attempt to solve the problems arising from increasing size of ships, and because it probably influenced Capt. Howes in developing his rig. The latter rig was used on many thousand vessels, the first having been the CLIMAX, built at Medford in 1853.

Among the vessels that carried Forbe's rig were the schooner MIDAS, the steamships EDITH, MASSACHUSETTS and METEOR, the ships SAMOSET, R. B. FORBES, LINTIN, FLYING CHILDERS, AURORA, CORNELIUS, GRINNELL, REINDEER, BELLE OF THE WEST, HIPPOGRIFFE and GREAT REPUBLIC, and the bark RACEHORSE. Pictures of vessels with Forbe's rig may be found in "The Sailing Ships of New England", Series 3 - - bark RACEHORSE, No. 717, and in "American Clipper Ships", Vol. 1 — GREAT REPUBLIC, Pages 241 and 256. Both of the pictures of the latter are erroneously captioned "as rebuilt". They show her with a flush deck and Forbe's rig (identified by the reef points in the lower topsails and the stays leading from just above the lower topsail yards), which fits the description of her as originally built. The photograph facing the reproduction of Roux's painting following Page 256 shows her as rebuilt with Howes's rig and a conventional deck arrangement, with raised forecastle and quarterdeck.

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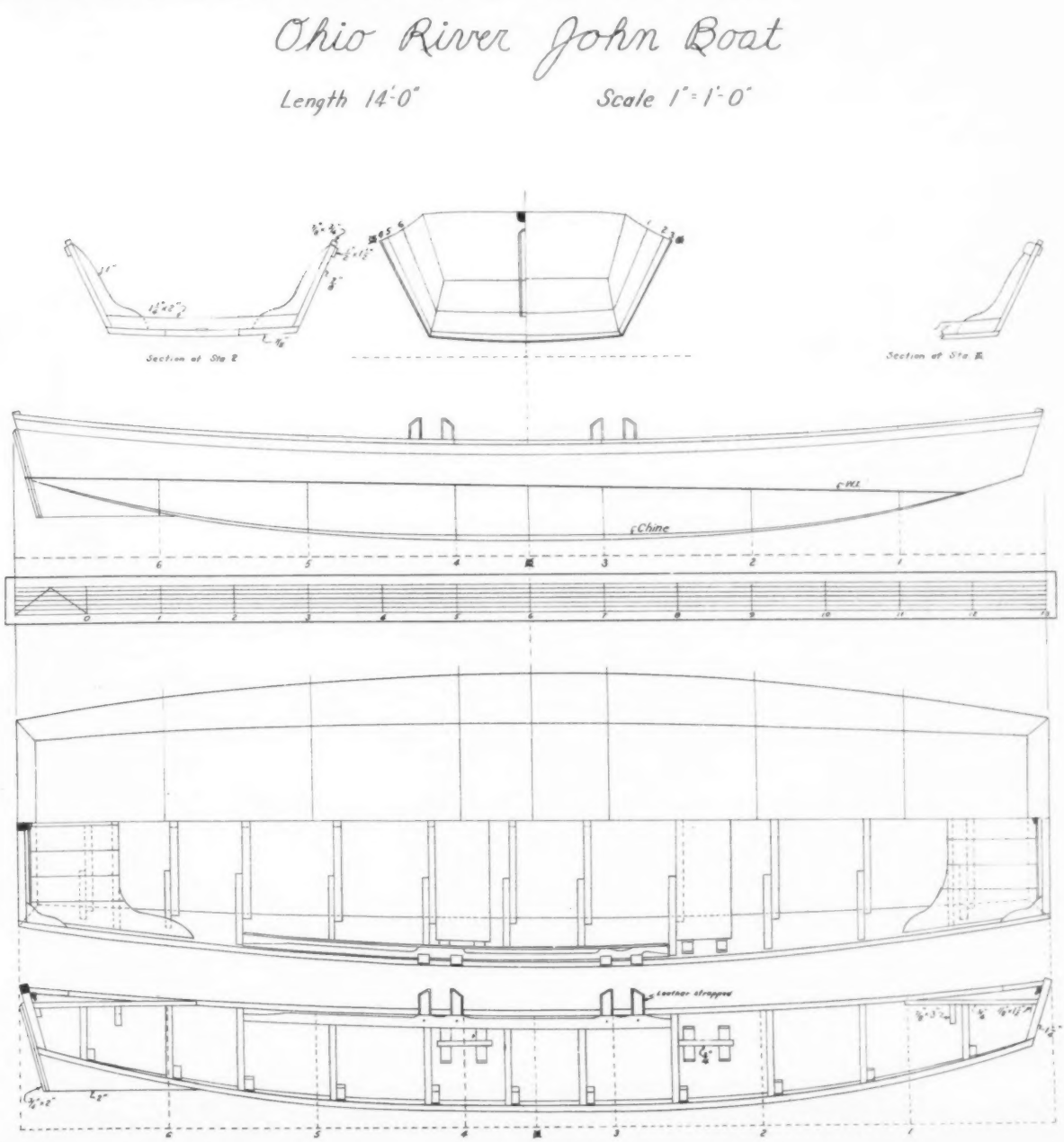
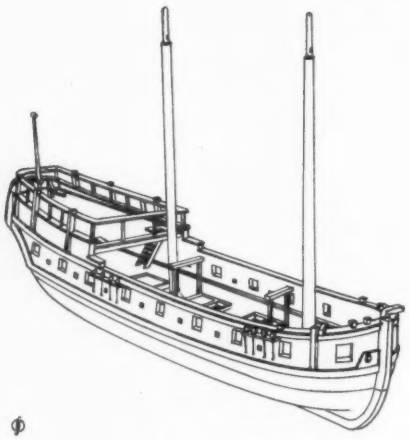
THE OHIO RIVER JOHN BOAT

By Wayne Yarnall

One of the most common types of small boats in America was the scow. This type of craft was rectangular in shape with some curve at the ends, flat bottomed, chine built and a hull open all the way or with small platforms at the ends. The majority of this type were designed as pulling boats although many of the larger productions were sailed.

The scow might be considered to be one of the oldest classes of small boats because it was simply built and efficient for shoal draft work. It was a natural favorite with early settlers since it could be constructed quickly and easily at a small cost. It afforded cheap transportation to many who could afford no better.





SHIP MODEL OUTFITTERS
5704 Stony Island Ave.
Chicago (37)
Illinois

Hull Kit - Includes Ship Plans by Dan Dorcy NRG and machine carved hull with scribed lumber for decking. All other wood material has been included for the construction of an 1/8" scale model of a unique type of American War Ship.

Price of Hull Kit - - $6.00
Plans - only - 1.25
Fittings Kit will be available after January 1

Model of JAMES A. WRIGHT by Charles Sayles
Nantucket, Massachusetts

Photo by
S. Roy

OHIO RIVER JOHN BOAT (continued)

It was only natural for the scow to quickly gain a foothold in this country because it had been well developed and widely used in England before America was settled. In England, the scow was finely developed as the rowing punt and its nearest poor relation in this country in the JOHN boat used on the Ohio and Mississippi Rivers. It is believed that there are similar types used on the Susquehanna River near Harrisburg, Pennsylvania and also on the Allegany River.

This type of craft was constructed as a rule by back yard carpenters and some small boat shops and river steamer ship yards. There is every reason to believe that sail was used on occasion, there is no evidence on record that this was so. Due to the shoal waters of the rivers on which they are used, they were gradually poled or rowed without difficulty and on fair days in warm weather, they drifted very well.

In spite of the fact that JOHN boats were as common to the rivers as catfish, in 1950 it required a search of seven months duration to unearth an example and this was only accomplished by accident. The towboat CLAIRE came up the Ohio River to service a dredging operation and had one of the craft on deck. The boat was salvaged during the fall floods of 1947 at a point near Portsmouth, Ohio. From workmanship and appearance, the craft appeared to be over 20 years old and the lines and measurements presented with this article were taken from this typical example.

The boat was well built with Juniper lumber and planked fore and aft, which is a characteristic of the type. The vessel is somewhat on the small side -- 14 feet long and 4 foot beam measured at the gunwale and has a small amount of rocker athwartships thus giving finer bottom lines than the true flat-bottomed scow. She was equared away at the ends which was typical of all such craft. The stern transom was pierced for an oar and fastenings were nails throughout. Each part was well fashioned by the builder even to the detail of beveling the corner of each part, which for a lowly river skiff, was considered work that was not absolutely necessary.

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CHANGES IN THE ROSTER

Robert F. Brown, to Crow's Nest, Hesperus Avenue, Gloucester, Massachusetts
F. Sheldon Drew, to 124 Highland Street, Brockton, Massachusetts
Jack H. W. Dunn, to RR 3 Box 284, Cedar Lake, Indiana
George Scott Gresham, to Apt. #3, 2466 Grinstead Drive, Louisville 4, Kentucky
Miles R. Mayberry, to Box 176, Route 5, Oklahoma City, Oklahoma
Dr. Jurgen Meyer, to Bremen-Lesum, Up Willmannsland 1, Germany
Captain Adolph E. Nichols, to c/o J. Trumpey & Son, Eastport, Annapolis, Md.
Dr. E. Richmond Ware, to 416 Wilshire Medical Bldg., 1930 Wilshire Blvd., Los Angeles 57, California
Jay Williams, to R.F.D. #1, W. Redding, Connecticut

INTRODUCTION OF MEMBERS

The Secretary deeply regrets the long delay in performing the following pleasant task - and hopes to be more prompt in the future.

Merle E. Browne, Jr., 2327 Canyon Drive, Los Angeles 28, California
Mr. Browne joined our group last April and is interested in shipmodel building.

Carmen E. Caputo, 5638 South Mayfield Avenue, Chicago 38, Illinois
Mr. Caputo filed his application last March and writes he is interested in the construction of plank and rib models, and is presently working on a FLYING CLOUD.

Jack H. W. Dunn, RR 3, Box 284, Cedar Lake, Indiana
advises that he is interested in U. S. vessels of period 1800-1860 and is presently working on a 1/4" scale model of the pilot schooner JOHN Mc KEON. Mr. Dunn filed his application during April, 1954.

Dr. William D. Fish, M. D., 8129 South Wabash St., Chicago, Illinois
Dr. Fish fowarded his application last April and somehow or other it was lost in the files during the last few months and hope this will not happen again. In any event, Dr. Fish is a modelbuilder when time is available. He believes some of his interest in nautical affairs stems from a seagoing great uncle who "skippered" schooners "round the Horn".

Rose May Kissinger (Mrs.) P. O. Box 105, Tiburon, California
Captain Robinson sponsored Mrs. Kissinger's application last April - and her indicated nautical interest shows: "I am the sole owner and registered Master of the ship PACIFIC QUEEN, believed to be the last remaining ship rigged vessel without auziliary power in the world, certainly the only one under the American flag. My late husband, Frank G. Kissenger and I bought the PACIFIC QUEEN, ex STAR OF ALASKA, ex BALCLUTHA in September 1933. The ship was both home and business for nearly 20 years. For the most part we exhibited the PACIFIC QUEEN and used her in the movies." The lady is also an expert on celestial navigation and nautical astronomy and holds a Master's ticket for sail.

Charles D. Valpy, 4964 Angus Drive, Vancouver, British Columbia, Canada
Mr. Valpy was introduced by one of our most enthusiastic members and boosters Fred Manning - last April. Mr. Valpy states he was raised in the fishing business on the east coast of Canada and served in the Canadian Merchant Matine in 1928 and on a tanker during the past fracas. He is extremely interested in matters pertaining to ships and the sea.

Robert Weinstein, 1617 Steele Avenue, Los Angeles, California
Mr. Weinstein is another one of our April members and has already been of great aid to our organization by helping in the transfer of old files, etc. He writes that he is an artist and printer with an extensive collection of pictures, books and clippings.

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QUERIES

Richard Orr of North Easton, Massachusetts would like to obtain:
#1 Signal letters of Donald McKay's GREAT REPUBLIC
#2 Any information available on Wilmington, Delaware whaling vessels, particularly as to sources of lines, pictures, names of ships, plans, etc.
#3 Data on the British ship PASS OF BALHAMA later Von Luckner's famous sea raider SHEADLER

Richard T. Shayler, 16 South Sacramento Blvd., Chicago 12, Illinois, writes:
"I have been looking for a ship's bell, one that has seen service on an old sailing vessel, without any success and will now be satisfied to get one from any type of ship - so long as it is genuine...."

Roger Weare Bragdon, Meadowville Avenue, Hewlett, New York - wants to repeat a call for any and all material that might be available on the "Downeaster" HENRY B. HYDE. If you have anything of value to report, please contact Mr. Bragdon who will put the material to good use.

NAUTICAL RESEARCH GUILD

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SECRETARY'S REPORT TO MEMBERS

The NAUTICAL RESEARCH JOURNAL is published by members of the Nautical Research Guild. Membership dues, including the Journal are $5.00 a year. New members will receive the numbers which have been previously issued in the current volume and the numbers for the remainder of the year.

Dues are payable January First of each year and are in force until the written resignation of a member.

Opinions and assertions appearing in the Journal are the private ones of the writers.

SECRETARY-TREASURER, James W. Harbin Jr., 4110 Beall St., Landover Hills, Maryland
MEMBERSHIP CHAIRMAN, Willis L. Nye, 3038 Bridge Street, Hayward, California
ASSISTANT-SECRETARY, Thomas Hornsby, 537 Boyer Road, Cheltenham, Pennsylvania

This issue of the JOURNAL marks the close of another year of nautical research by members of the Guild and at this point it is fit and proper to pause and review the accomplishments of the year just past and consider what will best serve our mutual interests in the future.

The overall picture of the past years activities seems to divide itself into three distinct patterns. The first period, from January through April, was under the able leadership of Secretary-Treasurer Harry D. Hamilton who carried on the affairs of the Guild with his usual skill and understanding despite the fact that he was a very sick man. Only his family and very close friends were aware of his physical condition and his untimely death early in May left all hands with a sense of deep loss. Harry's service and devotion to the NAUTICAL RESEARCH GUILD has been legend and it will be difficult for present and future Secretaries to equal his performance.

The second period of the year was marked by a determined effort of the officers of the organization to bring some order out of confusion. Between May and August attempts were made to determine who would carry on the project until at least the end of the year - and also determine if the membership was desirous of carrying on the program of mutual aid and sharing of their research with each other. For reasons best known to themselves, the Directors finally chose the present Secretary to carry on the business of the Guild - which ushers in the third and most difficult period.

From August to the present, the Secretary-Treasurer has been busily enagaged in re-establishing contact with the membership for the purpose of promoting flow of material for publication in the JOURNAL, encouraging forgetful members to come across with past dues, publishing the JOURNAL and making plans for the future. When Chairman Director Bruce Grant first notified the present Secretary of his appointment, there were no funds available, no material for publication and no files. Many thanks are due to member Bob Nash who came to the rescue by sorting and packing the most valuable papers and sending them eastward, and to Mrs. Harry D. Hamilton who laid aside her personal affairs long enough to furnish financial and statistical aid. Many thanks are also due to the faithful and generous members who promptly responded to a frantic call for aid in the form of articles and advance dues.

Many of you have perhaps wondered why the first two issues of the JOURNAL were so slender and why they were issued on a bi-monthly basis. Lack of funds at the time of publication was the answer to the first point and lack of time and publishable material was the answer to the second. Operations of the Guild were resumed

in late July with a treasury of less than three hundred dollars and almost one hundred delinquent accounts. The most pressing problem was to advise members that N.R.G. was still in business and their co-operation was vital to continued operation and success. Printing contacts were established and supplies were purchased with funds at hand. The May-June issue of the JOURNAL was long overdue and not too well presented due to a printing error on the cover sheet, but members responded nobly to the call for assistance and there has been marked improvement with subsequent issues.

During this period of initial recovery, members with over-due accounts were requested to help out - and they did so admirably. Their contributions were the deciding factor in financing that enabled the Secretary to carry on through the end of the year. Some members have already anticipated financial needs for the coming year and have forwarded their dues ahead of schedule. This thoughtfulness has been appreciated as it permitted the Secretary to delay his clarion call for 1955 contributions until the proper time and at the same time provided sufficient funds to almost finance the first issue of the new year.

There is every reason to look forward to continued successful operations and if present trends continue - conclude next years business with several plans of self improvement realized and future targets for further accomplishments well established. "And there you are".

"And here I am", your appointed Secretary-Treasurer-Editor, etc. with a few observations of a more personal nature that will serve somewhat as a guide in our future discussions and understandings. In the first place, I do not have an unlimited amount of time at my disposal, but such as there is available - you are welcome to your fair share of it - so be patient when there is a delay in responding to your welcome letters. There is a necessity to earn a daily living and thus cater to acquired feeding habits of the Harbin clan that sort of intrudes on the hours available for N.R.G. business, but it is hoped this situation will be corrected soon with the appointment of Assistant-Secretaries to help with the work.

One other bit to remember is that your Secretary does not profess to be an expert on all maritime affairs and matters of nautical history, etc. - so PLEASE use ordinary care in the submission of manuscript and make sure they are correct and accurate to the best of your knowledge. It is sincerely regretted but there aren't enough minutes in an hour for the Editor to get too involved with research matters requiring prolonged preparation of material from field notes - so be prepared to accept cooperative efforts of fellow members in the undertaking.

Now that you know the worst, let us consider how to improve future issues of the JOURNAL and promote better understanding among members of NAUTICAL RESEARCH GUILD. Present plans call for continued publication of the JOURNAL on a bi-monthly basis and is necessary for several good reasons. First, it requires several weeks to assemble material, publish same and mail copies to all hands. During this period, mail accumulates and is delayed as to acknowledgment until time is available. Second, suitable manuscript for publication is not always available or in sufficient volume to support a monthly issue. For the aforesaid reasons (and others), the bi-monthly schedule will be retained, but with every effort to be made to increase the size of the JOURNAL to 20 or more pages.

A new idea on advertising has been initiated whereby our professional members will have an opportunity to advise members of new, unusual and rare products available. Cost of production to be carried by the advertiser. The secretary will gladly explain in detail to any firm that may be interested. Non-professional advertisements (Slop Chest) will be carried at no cost to members as usual and as space permits.

There are several projects under way that will require prompt cooperation and understanding by members. The first is a Constitution and set of By Laws for our organization. At this moment, we have none - and need one badly. John Flynn, Wayne Yarnall and Tom Hornsby are already on the job and assure me they will have something ready for presentation to membership early next year.

The other project is a comprehensive ROSTER of N.R.G. membership which will prove of great value to every member when it is completed. In order to reflect the most recent interests of the individual member - please fill out the attached Membership Report and SEND IT TO THE SECRETARY PROMPTLY and of course if 1955 Dues are attached thereto, they will also be appreciated.

We should like to devote some future issues of the JOURNAL to the following subjects:

Fishing	Lighthouses - life saving - coast patrol
Oriental craft	Artic and/or Antarctic craft - activities
Fore and afters	Local or distinct types of vessels
Colonial shipyards	Arnold's Fleet

Additional subjects for study will be welcomed and all manuscripts relative to nautical research will receive the earnest and sincere attention of the Secretary and his assistants. Our purpose and goal is to bring to light those matters of nautical interest that will prove of value to our members. The content of the JOURNAL is of course governed by what is received for publication and anyone wishing to have his particular field of endeavor favored on a continuing basis would do well to do something about it - constructively that is - and refrain from complaining when no one else does the job for him. -- That concludes the Secretary's Report - and from now on, lets all get to work.

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THE NEXT ISSUE OF THE JOURNAL WILL FEATURE WHALING AND THE CLOSING DATE FOR MANUSCRIPT OR PICTURE IS JANUARY 25th.

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BOOK REVIEW

By Willis L. Nye

A LONG LINE OF SHIPS by Lt. Commander Arnold S. Lott, U.S.N. - is a worthy addition to the shelf of those who have nautical libraries. This is the story of the U. S. Navy Shipyard at Mare Island, California and is published by U.S.Navel Institute, Annapolis, Maryland. One of the best features of the work is a number of photographs devoted to old time warships and scenes at the Navy Yard.

The story ranges from the establishment of the Navy Yard on Isla de Yeguas (Island of the Mare) originally named for General Vallejo's famed white horse and the tour of duty of Admiral David Farragut to the present time at the end of the Korean War. The entire work is devoted to people and ships, particularly the struggle of yard personnel for recognition of their particular brand of marine craftsmanship as reflected in the sturdy ships built by their efforts. One hundred years of high and mighty admirals as well as lowly civilian clerks were treated with equal celerity by the author.

Local history is well entwined in the story, much of which has never been told before such as the part played by Navy Yard personnel in disaster, war and peace. The unique of the Yard is not equalled in history, nor is that of its famous commandants. Although the work is largely devoted to the part played by David Farragut in establishing the yard, from a reading of the book, one gathers the establishment of the yard - and its subsequent service to the nation - overshadows the great naval victory at Mobile Bay. Reading was easy and the mass of dates and details were well covered by the author. Amusing instances were noted as to whims of various Secretaries of the Navy and their connections with the Yard. The author deserves a "Well done" signal hoist for his commendable accomplishment.

GUILD SLOP CHEST

Jay Williams, R.F.D. #1, W. Redding, Connecticut wants to swap the following books, (he reports to be in excellent condition) for some books he does not have:

MODEL SHIPS AND THEIR CONSTRUCTION, Bernard Reeve
HOW TO MAKE OLD TIME SHIP MODELS, Hobbs
HOW TO MAKE CLIPPER SHIP MODELS, Hobbs
SHIP MODELLING HINTS AND TIPS, J. H. Crane
SHIP MODELS OF THE 17th AND 18th CENTURY, by August Koester

Fred N. Williams, 1103 Elwood Ave., S. E., Canton, Ohio - lists the following books for sale:

CHATS ON NAVAL PRINTS, E. Keble Chatterton	$5.00	SAILING CRAFT, E. Schoettle	$6.00
BATTLES BY SEA "	5.00	and	
SQUARE RIGGER DAYS, C. W. Domville Fife	7.00	SAIL, Lubbock & Spurling	$35.00
OPIUM CLIPPERS, Basil Lubbock	8.00		

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EXCERPTS FROM LETTERS TO THE SECRETARY

D. L. Dennis of St. Paul, Minnesota writes - "I could supply you data upon where gear belayed, derived from contemporary sources 1780 -- 1835. Perhaps this would interest model builders". (Editor's note - this is the most conservative statement in a long time)

The Linda Hall Library advises that the California Historical Society, San Francisco has a specially bound photostatic copy of the journal of the last voyage of the ship APOLLO - a gold rush vessel that became a famous storeship anchored in San Francisco Bay. The old ship was used as "fill" for the financial district adjacent to lower Market Street. The journal was kept by Joseph P. Beach and copies are owned by the Federal Reserve Bank of San Francisco and the Society.

Dr. H. K. Richardson of Baltimore, Maryland advises "Material for my study of "Shipbuilding in the New World" is still accumlating. I am amazed at the wealth of material and also the great amount of reading which it requires. I hope to have the paper done some time for the next year"...(We are looking forward to receiving this)

Captain L. Robinson wrote "Mrs. Robbie and self spent a full month on the Continent, met our son at the Hook of Holland and drove all through various countries to Venice, doing the usual, etc. -- You are indeed fortunate in having John Lyman so interested in the continuance of NRG and his article on the Wardwells is certainly a very concise and informative one. I rejoice in Queries to find H. E. Erskine still with us but was saddened to learn on my return that my old shipmade Captain R. Lobez was in the hospital - - He is over 84 and calls me Junior, being 83 last month--"

Richard T. Shayler, Chicago, Illinois, claims "I have had good success in building one of those half models on a painted background that the Ship Studio puts out in kit form, but I added deadeyes and blocks in the rigging and put a little man on board. I tilted the board used for waves at an angle and shaped the top edge around the hull, carved waves on the top edge and painted the rest of the sea - and it gives a very realistic effect. Try to feather the edge of the board where it fits around the hull and curl it out a bit at the bow - and when touched up with white paint, it gives a bow wave appearance.

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DO NOT FORGET TO FILL OUT THE MEMBERSHIP REPORT AND SEND IT TO THE SECRETARY PROMPTLY FOR USE IN PREPARING AN AMENDED AND COMPLETE ROSTER

(and a check for 1955 dues will also come in handy)